

**SAS Superstructure**

Location: 04-SF-80-13.2 / 13.9

Client Name: CalTrans

Run date 21-Nov-14

Time 6:05 AM

**Daily Diary Report by Bid Item**

Contract No.: 04-0120F4

Diary #: 090 Const Calendar Day: 615 Date: 16-May-2011 Monday

Inspector Name: Wright, Doug Title: Transportation Engineer

Inspection Type: Continuous

Shift Hours: 07:00 AM 07:00 PM Break: 00:30 Over Time: 03:00

Federal ID:

Location:

Reviewer: Soheilifard, Saman Approved Date: 17-May-11 Status: Approved

**04-0120F4  
04-SF-80-13.2/13.9  
Self-Anchored  
Suspension Bridge****Weather**

Temperature 7 AM 12 PM 4PM

Precipitation Condition

Working Day ☒ If no, explain:**Diary:**

Dispute

**Tower Activities****Grillage:**

Cleaning of the faying surfaces and bolt holes was completed this morning. After this, the grillage was picked, and shifted to the East to give the Favco crane access to make picks. After the grillage was out of the way, the following work was done:

- I double checked the faying surfaces, and had them wipe down several areas of the external splice plates again with MEK to make sure they were clean of oil
- Metal shavings were vacuumed from the areas around the longitudinal stiffener splice plates
- All 20 of the internal splice plates were installed
- The new sized mill-to-bear shims were installed atop Lift 4
- A 3mm thick shim was installed on the inside bottom 1/2 of North shaft, Skin A

After the above work was completed at 16:00, the grillage was moved back above Lift 4, and lowered into place. It touched down at 18:30. It was only rough set due to the late hour. Its position will be fine tuned tomorrow morning.

An initial look at the mill-to-bear surface between Lift 4 and the grillage appears OK, but this is only at the corners. I spoke with Paul Fikse and Dave Meche, and mentioned that tomorrow we will want some of the external splice plates to be leaned back so we can fully evaluate the mill-to-bear surface. They agreed, and mentioned that they also plan to survey the grillage top plate tomorrow morning to check that it is level to within 1:1000.

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**Welding:**

Welding was ongoing inside the North and West shafts at Splice #1. Also, welding was ongoing on the 9m external diaphragms. See Saman Soheilifard's diary for details.

**04-0120F4 Bid Item: 053 T-L01-SPD.053 Tower Lift 01 Shear Plates and Diaphragms**

AMERICAN BRIDGE/FLUOR, A JV

**Labor**

Trade	Class	Name	RT Hrs	OT Hrs	DT Hrs	Total	Remarks	Dispute
<b>Contractor:</b> AMERICAN BRIDGE/FLUOR, A JV								
Ironworker	JNM	RICHARD GARCIA	8.00	2.00	0.00	10.00		<input type="checkbox"/>
Ironworker	FOR	EARL CLAYBORN	8.00	2.00	0.00	10.00		<input type="checkbox"/>
Ironworker	JNM	Morgan Winter	8.00	2.00	0.00	10.00		<input type="checkbox"/>
Ironworker	JNM	MICHAEL JIMENEZ	8.00	2.00	0.00	10.00		<input type="checkbox"/>



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### ***Daily Diary Report by Bid Item***

**Job Name: 04-0120F4****Inspector Name: Wright, Doug****Diary #: 090****Date: 16-May-2011    Monday**

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Ironworker	FOR	HUA QIANG HUANG	8.00	0.00	0.00	8.00	<input type="checkbox"/>
Ironworker	FOR	JAMES ZHEN	8.00	0.00	0.00	8.00	<input type="checkbox"/>
Ironworker	JNM	WAI KIT LAI	8.00	0.00	0.00	8.00	<input type="checkbox"/>
Ironworker	JNM	XIAO JIAN WAN	8.00	0.00	0.00	8.00	<input type="checkbox"/>
Ironworker	APP	TODD JACKSON	8.00	2.00	0.00	10.00	<input type="checkbox"/>
Ironworker	JNM	ERIC SPARKS	8.00	2.00	0.00	10.00	<input type="checkbox"/>
Ironworker	JNM	SALVADOR SANDOVAL	8.00	2.00	0.00	10.00	<input type="checkbox"/>